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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1

INFORMATION REPORT

CD NO.

COUNTRY USSR (Kuibyshev Oblast)

DATE DISTR. 6 Jan. 1950

25X1 SUBJECT Airframe Plant in Kuibyshev

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SUPPLEMENT TO REPORT NO.

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1. Location: See references2. Plant Installations:

The northern section of the plant was designated Stalin Plant. A new building, 330x265 feet, was being erected between the Lenin Engine Plant and the Stalin Plant.

A taxiway east of the plant was being widened. It was believed that the runways were also being lengthened.

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3. Work Force:

According to Soviet statements, a total of ten thousand men working in three shifts.

Production:

a. Agricultural machines, about four a day. This production was discontinued in January 1948.

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b. Turbine housings were produced at a rate of 15 to 20 within eight hours (see Annex 1,).

c. Fighters with two turbojet engines. Average daily output: 12 to 15.** It could not be ascertained whether this number included aircraft that were to be tested for a second time. This observation was made between May and June 1948 (See Annex 2).

d. IL-2 planes were standing in the southern section of the plant and were taxied to the adjusting stand at the field. Soviets

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[redacted] said that the production of these aircraft stopped in August 1946. [redacted] wings were fitted on these planes.

5. Shipments:

After being tested, the jet fighters were packed in boxes, one type about 20x9x9 feet serving for the fuselage and wings; another one, 9x7x5 feet, serving for the elevator assembly and other undetermined small parts. Every three or four days a train with 50 to 60 cars left the plant, heading east. One plane was loaded on each car. The boxes had no markings (see Annex 1, sketch 1b).

6. Acceptance Controls:

As far as observed, a commissar was assigned to each production section, supervising the foremen in their acceptance tests.

7. Power Supply:

The plant had a power station with four generators. The delivery of outside power was not noted.

8. Observations at the Airfield:

According to Soviets, the factory field was also used as a commercial field. [redacted] the DC-3 was being used as a commercial plane. Ten in-line-engine planes with double-rudder assembly were parked on the western side of the field, but were seldom flown. From 30 to 50 IL-2s were parked at the field.

9. Air Defense Measures:

Derelict AA gun emplacements, probably dating back from World War II, were seen.

10. The symbol represented by sketch 1c on Annex 1 was applied in bronze on the filling chests of the agricultural machines.

11. A general was frequently seen. It was not known whether he was the manager of the plant.

Comment:

a. The report is considered factual and correct. For the first time, it was stated in the above report that the previously mentioned production of agricultural machinery was stopped in January 1948.

b. The manufacture of turbine casings was confirmed. These casings seem to be engine cowlings produced in the plant in accordance with the sizes of the airframe design concerned. The described type is definitely an MiG-9.

c. The reported output of 12 to 15 aircraft per day in the summer of 1948 agrees with the average of all the previous estimates so that the monthly output of the plant may be estimated at 250 to 300 planes of this type.

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2 Annexes: (1) Turbine Casing
 (2) Jet Aircraft Observed at the Airframe Plant 1/18 in KUIBYSHEV

Comments:

* About 5,000 Soviets, including 50 percent women, were reported to constitute the work force in [redacted]

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** Daily output was said to be one to five jet fighters during the spring of 1948

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